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ally, the revision and execution of his designs, but a competent and scholarly designer, who figured and specified in detail his quantities and materials and made all his own drawings, from preliminary sketches to large-scale details. Monticello, the University of Virginia, and the state capitol at Richmond were his principal works (though the last two have undergone extensive alterations) but he had a hand in many other buildings, and he exercised a preponderant influence on the early architecture of the national capital.

Mr. Kimball had already, before undertaking this task, devoted much study to Jefferson's life and works, and in two important brochures had met and satisfactorily answered the contentions of Mr. Norman Isham, Mr. Glenn Brown, and others, attacking the Jeffersonian authorship of many of the drawings attributed to him. The outcome of these controversies has been wholly favorable to Mr. Kimball's claims for Jefferson. This stately volume is the final and brilliant fruitage of these labors, and will doubtless long remain a standard authority on its subject.

A. D. F. HAMLIN.

Breaches of Anglo-American Treaties: a Study in History and Diplomacy. By JOHN BIGELOW, Major U. S. A., retired. (New York: Sturgis and Walton Company. 1917. Pp. xi, 248. \$1.50.)

THE preface to this volume is dated at New York, January 23, 1917. It therefore antedates not only the present war between the United States and Germany but also the rupture of their diplomatic relations; and the body of the text must have been written long before. A perusal of the work indeed fully confirms the accuracy of the statement that it "was not written to form or influence public opinion as to any phase or feature of the present world war". On the contrary, the author's main purpose seems to have been to investigate the foundations of charges of bad faith made in England against the United States, within the past five years, in terms which seemed to him possibly to savor of exaggeration. In particular he mentions the assertion of the *Saturday Review* that "American politicians" would not be "bound by any feeling of honor or respect for treaties if it would pay to violate them", and that it was too much to expect "to find President Taft acting like a gentleman"; the intimation of the *Morning Post* that Americans are disposed "to lower the value of their written word in such a way as to make negotiations with other powers difficult or impossible"; and the statement of Sir Harry Johnston that treaties with the United States are "not really worth the labor their negotiation entails or the paper they are written on". These polite admonitions seem not so much to have annoyed the author as to have piqued his curiosity, impelling him dutifully to make the more or less detailed studies the results of which, as he sums them up, are not unfavorable to his own country.

The investigation begins with the controversies relating to the exe-

cution of the treaty of peace of 1782-1783. The author finds that there were violations on both sides, but the principal breach he conceives to be the refusal of Great Britain to withdraw her forces from the United States. The reason assigned for this refusal was the failure of the United States to make immediately effective, as to private debts due to British merchants, the stipulation that creditors on either side should meet "with no lawful impediment" to the recovery of debts previously contracted. But, as the treaty contained no provision for the holding of territory as a guaranty for the performance of its stipulations, the author accepts as well founded Franklin's opinion that the evacuation was in reality delayed in the hope that some change in the European situation or some "disunion" among the late colonies might afford an opportunity for recovering dominion over them and securing their future dependence.

An examination of the disputes arising out of the Clayton-Bulwer Treaty occupies nearly two-thirds of the volume. In this way their relative importance is perhaps unduly enhanced. The author affirms that Clayton was "willing to accept war" if this were necessary to secure an interoceanic railway or canal, although he would not go so far to secure "a purely American one". Probably it would have been more nearly correct to say that Clayton would have accepted war to prevent the construction of a canal under exclusive British control. It may be doubted that an American Secretary of State would then have been permitted to hold any other position. Of Clayton's desire to avoid a rupture there is abundant proof. The very fact that he was willing to sign a treaty by which the so-called Mosquito protectorate was permitted to stand even as (to use his own phrase) a "nominis umbra", sufficiently attests his anxiety for a friendly arrangement. In this relation the author scarcely grasps the importance of the incident of the bombardment of Greytown, which he says "left the general situation unchanged". In truth, although the instructions given to Captain Hollins did not specify the measures by which he was to obtain redress, and although the report of his summary and somewhat ruthless course came more or less as a surprise, there can be no doubt as to what the entire proceeding signified in the mind of Pierce's steady and sagacious Secretary of State, from the moment when it was determined to deal directly with the Greytown authorities down to the prompt assumption of full responsibility for what Hollins did. The incident probably did more than anything else to bring about the treaty of Managua of 1860.

As so much space is given to the Clayton-Bulwer Treaty, it would have been appropriate if the author had also examined the canal tolls question under the terms of the Hay-Pauncefote Treaty, especially as the imputations that prompted his investigations were inspired by that controversy. He correctly states that, although the question has been temporarily disposed of, it has not been settled in principle. In these circumstances an examination of its merits would not have been out of

place, and might have served to remove superficial impressions which have widely prevailed.

The author, in his consideration of treaty-making, adverts to the supposition that negotiators have often used obscure or dubious phrases in order to create a basis for future claims. To some extent that device has no doubt been employed; but it has not been practised so extensively as negotiators would have us believe. The imputation is flattering to vanity. But obscurity or dubiety often result much more from anxiety to reach an amicable agreement than from a conscious effort to over-reach an opponent. This appears to have been the case with the Oregon Treaty and the resulting San Juan water boundary dispute, with which the author has not dealt, as well as with certain clauses in the treaty of Washington of 1871.

J. B. MOORE.

The Life of James J. Hill. By JOSEPH GILPIN PYLE (authorized).

In two volumes. (Garden City: Doubleday, Page, and Company. 1917. Pp. ix, 498; vii, 459. \$5.00.)

THE four outstanding names in the history of transportation beyond St. Paul—Jay Cooke, Henry Villard, Donald A. Smith (Lord Strathcona), and James J. Hill—have now received biographical treatment, so that it is easily possible to fill out many gaps in the story sketched long since by Eugene V. Smalley and more recently by Balthasar H. Meyer. Three of these men were shaped through the direct pressure of the frontier. The fourth, Villard, exhibited the soul of the pioneer in the body of the German immigrant. All applied the vision that the frontier begot in them to the development of an empire whose unity and fertility one dreamer, Asa Whitney, had glimpsed as early as 1845; and another, Gen. Isaac I. Stevens, had mapped in 1853. Their combined story, from Jay Cooke's underwriting of the Northern Pacific stocks in 1869 to the dissolution of the Northern Securities Company in 1904, covers a generation whose interest to the economic historian cannot be surpassed.

Of the four, only James J. Hill, whose authorized biography is now at hand, was a railroad man. The others came to the work partly by accident, as speculator or broker or political promoter. But Hill was of the Northwest by adoption. Before he was twenty years old he had proved himself true to the frontier type by shifting from his old home in Ontario to St. Paul. Why his biographer should say that life on the frontier "was quiet, ruminant, without initiative" (I. 8), in the face of the abundant evidence that he gives to prove the opposite, is something of a mystery. But Mr. Pyle is clearly not a professional historian, and this slip, like others, which are frequent where he discusses matters not a part of the financial aspect of his subject, need not deter his reader. The life in St. Paul, the early business, the beginnings of ventures in transport by wagon, boat, and rail, and at last the details of the St. Paul and Pacific, the St. Paul, Minneapolis, and Manitoba, and